



## EAA Chapter 563

### May 9th, 2013 Chapter Meeting Minutes

Meeting called to order by Jerry Pilon at 7:00

Secretary Report: Approved by voice vote as presented in the news letter

#### Old Business:

Rob Meyer talked about the explorers that are going to Oshkosh to work at Air Venture in July. Rob explained more about what this entails for the Explorers and what was to be expected of them in the way of volunteering to work while there. Rob stated that this time there is 12 explorers that want to attend and 8 adults who have volunteered to work with them while at Oshkosh. Funds for this will come from moneys raised by the explorers, some funds from themselves and a small amount per individual from the money budgeted by the chapter for youth outreach.

#### New Business:

There was none to conduct

Our speaker for the evening was Gene Olson. Gene talked about thing to be done at Mt Hawley airport.

1. Runway extension complete
2. Milling and relaying of surface for taxi areas around the hangars. This is to start soon.
3. Wildlife control hazard assessment for possible fencing around the airport to try and help control wildlife intrusion on the runways.
4. With the runway extension now completed this allows the ALP to be updated to convert from B1 to BII status. A planning study must be completed to be able to convert to BII status.
5. Discussed and showed possible changes that could be made to the airport to allow for a wider runway.

We all thanked Gene for taking time out of his busy schedule to come to our meeting and updating on things being done both at Greater Peoria and Mt Hawley.

Meeting adjourned

Respectively Submitted;

Your Secretary  
Donald Wolcott

## MINUTES OF EAA 563 BOARD MEETING May 17<sup>th</sup>, 2013 at the Chapter Hanger

Meeting called to order by President Sam Sisk at 7:00 pm

Secretary report:

The April Board Meeting minutes approved as read by voice vote.

Treasurer's report: Al Phipps provided the treasurer's report. Reviewed expenses and income with what was budgeted. Currently running pretty much in line with budget.

Membership Committee: Morrie stated that we currently have 50 paid members.

Publications: Morrie stated that the deadline for submitting something for inclusion in the newsletter is one week before the first breakfast of the month.

Program Chairman Jeff Meyer stated that He has three speaker lined up for future meetings.

Property and safety chair Greg LePine didn't have

anything to report on. Sam asked if we might want to set up a hangar cleanup party some day.

Public Relations: no report

Special events Chair Bob Young will continue to work on trying to set up a hangar cook out. Youth Outreach Rob Meyer indicated the the Issac Walton League is going to let the explorers use their park for the explorers trial camp out before going to Oshkosh.

Donations committee: Greg showed us the new three part form and record book to be used for donations. Greg told us that Dell Dester has decided that he really wants to donate his Vari Easy project to the chapter. After discussion A motion to accept was made by Greg LePine seconded by Jeff Meyers and the board voted to accept the donation.

Rob updated us on Wings and Wheels to be held at Pekin Airport the Saturday before Fathers Day. Rob stated the all we need is a couple of pilots to volunteer to fly Young Eagles at this event. There will be some other pilots there from the Canton chapter also.

Rob is asking for anyone willing to fly please contact him as soon as possible.

Meeting adjourned at 8:00

Respectfully submitted:  
Your Secretary Donald Wolcott

## Cow Falls Off Roof

### A true story

My son, Bill, and grandson, Kyle, have a friend who lives eight miles, WSW, of PIA ( General Wayne Downing Greater Peoria Airport). Their friend, Dan, built a berm house out in the country, near Glasford.

The berm house has a front wall and a back wall, one story high, like other houses, but the sides slope up to the roof and the entire house is covered with dirt on which a nice stand of grass grows.

Now for the rest of the story.

A neighbor has a blind cow and a few weeks ago she found a hole in her fence and wandered out and about. She found her way over to Dan's and walked up the slope and onto the top of Dan's berm house where she "blindly" stepped off the edge and fell on top of Dan's barbeque grill, which was setting next to his new car, and smashed it flat.

This reminds me of Larry Lujack and Little Tommy on Chicago radio several years ago. They used to tell Animal Stories that were so funny, it was unsafe to drive when you were laughing so hard.

Larry would say, "And that poor, blind cow--- walked right off the edge of that roof and landed on the barbeque grill." They would laugh and pound on the desk and kick the waste can.

Then Little Tommy would say, "Cow going to be all right Uncle Lar?" And Larry would say, "Yeah Little Tommy, that poor, blind cow got right up off that smashed barbeque grill and walked right into an electric fence. That would set them off again.

End of story. The cow did walk into the electric fence a few times and finally laid down until the neighbor came and took her home.

## The Good Old Days

This copy of a letter was found by Gerry Peacock in his belongings as he was packing to move. He doesn't remember who gave it to him. This is the way the Army Air Corp handled safety in 1939.

ADDRESS REPLY TO  
CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON, D. C.

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**WAR DEPARTMENT**  
**OFFICE OF THE CHIEF OF THE AIR CORPS**  
**WASHINGTON**

May 22, 1939

**SUBJECT:** Flying Status for Flying Safety.

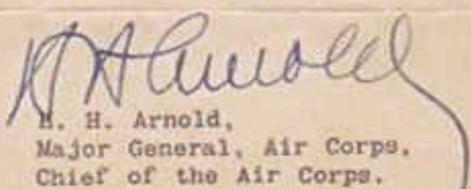
**TO:** Brig. General Arnold H. Kroghstad, A. C.,  
Langley Field,  
Hampton, Virginia.

1. The Chief of the Air Corps is deeply concerned that senior and older pilots take no unnecessary flying risks and thus jeopardize their valuable experience to the Air Corps.

2. To this end he has directed the classification of all pilots over forty-seven years of age into a group where they will not be required to pilot at night, to lead or drill with pursuit formations, to fly single seater aircraft, or to do any other types of particularly hazardous piloting where the natural and understandable depreciations coincident with age may render them less fit than men of younger years. He believes that there should be absolutely no evidence of any competition in piloting among men of higher rank and older age. There is no necessity and no justification for the feeling on the part of a senior officer that he must continue to pile up as much pilot time, or to pilot as skillfully as he did in his earlier years, or as well as younger pilots do.

3. Your particular attention is directed to the revision of War Department Circular 26 and to the minimum requirements set up in Circular 50-12, O.C.A.C. Every senior Air Corps Officer must use the soundest judgement at all times as to the types of flying performed and as to when, how, and where to fly, after a careful analysis of tactical situations and weather conditions. Officers in the command pilot group may fly as co-pilots or command pilots in meeting their flying requirements.

4. It is desired that you be accompanied by another pilot on all military flights.

  
H. H. Arnold,  
Major General, Air Corps,  
Chief of the Air Corps.

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**CONFIDENTIAL**

# OneX 107

Well folks, lets put an Aerovee engine together. The instruction book is pretty complete. I first painted the case flat black. I thought it would show oil leaks more readily. It didn't take long before I changed my mind and painted it bright red. Most of the accessories are red anodized aluminum so it looks a lot better.

I had some shipping damage. The middle crank shaft bearing was bent so that it was loose in the case and tight on the crank. They sent me a new one. After I received all the parts I proceeded to assemble the cam gear and the piston rods on the crank. You must paint everything with white lithium grease before assembly. You set the crank and cam into one half of the case and grease and insert the cam followers in the other half. You paint the mating surfaces with Permatex Sealer and put the two halves together and torque all the bolts.



Next you add all the pistons and slide the cylinders on and seat them on the case. The cylinders are held on by the studs that go through the cylinder heads so the heads are next. I got the heads all torqued down and when I turned the crank over for the first time it hit something and stopped. Ah sh-t. After taking the case apart and a lot of close looking, I discovered one of the con rod bolt heads hitting the edge of the center cam bearing. The Sonex tech said it wasn't unusual but it hadn't



happened in a long time. I'm just lucky I guess. A little grinding on the bolt head solved the problem.

I re-assembled the case, pistons, cylinders, and heads and everything went O.K. At this point the engine was getting pretty heavy. I had been working on a bench up to this point, but now I had to be able to roll the engine to work on the bottom and sides. So,— I put two eye bolts into a ceiling joist and hung the engine with my new tie down straps. I could raise it as high as I wanted with the ratchet unit. This worked very well and when I was ready to mount the engine on the fuselage, I just rolled it up to the engine, adjusted the height, and put it on. So far this kit has been a one man job.

Oh, I skipped the part about putting on the flywheel. The flywheel is on the rear end of the crankshaft on this engine and is held on by a threaded nut in the center of the wheel. They specify a torque of 227 foot pounds for this nut. Where in hell do you find a wrench that goes that high. Well— all you have to do is ask the question at the EAA Hangar, and Don Wolcott says, "I think I have one of those. I'll look around at home and let you know." Sure enough, he came up with the biggest torque wrench I ever saw, and we got it done.



After the engine is mounted on the airframe there is still a lot of work to do. The intake and exhaust manifolds have to be added. The AeroInjector (carburetor) has to be added. Then the fuel line from the tank to the gascolator and the throttle and mixture to the carb. The installations never end.

I am now spending hours planning the electrical layout. Where do you put contactors and the input for the digital instruments. The panel is pretty simple, it's what is behind it that takes the time and planning.

This is a real challenge and I'm enjoying every minute.



2013 Airplanes  
 #124 Reserve and #127 Flying Fortress, The College Yearbook

## JUNE 2013

JUIN | JUNIO

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
26	27	28	29	30	31	1 First Breakfast
2	3	4	5	6	7	8
9	10	11	12	13 Regular Meeting	14	15 Second Breakfast
16	17	18	19	20 Directors Meeting	21	22
23	24	25	26	27	28	29
30	1	2	3	4	MAY 2013      JUN 2013 S M T W T F S    S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 28 29 30 31	

Airplanes

The Regular Chapter 563 meetings will be held at the Chapter Hangar at 7:00pm on the second Thursday of each month. All Chapter 563 breakfasts will be held at the Chapter Hangar from 8:00 am to 10:00 am on the first and third Saturday mornings. The Chapter 563 Directors meetings will be held at the Chapter Hangar on the third Thursday of each month at 7:00pm.